

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
CUTTOWNS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

STRIKING EXPERIMENTS
AT THE REQUEST OF THE
LOCAL GOVERNMENT BOARD FOR IRELAND.
The remarkable feeding experiments conducted in the School
of Physic at the request of the
Local Government Board for
Ireland, prove that
BOVril
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from two to three times the weight
of the Bovril taken.
DETAILS OF THESE EXPERIMENTS CAN BE HAD UPON
APPLICATION.

No. 16,478. 號八十七百四千六萬壹第 日九十月正年三統宣 HONGKONG, FRIDAY, FEBRUARY 17TH, 1911. 五拜禮 號七十月二年一一百九十一英港香 Price \$3 PER MONTH.

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[a30.2]

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A strong British Corporation Registered
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Insurance in Force ... \$37,855,885.00
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Total Security to Policyholders 8,216,813.00

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[a35.1]

GREEN ISLAND CEMENT COMPANY
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Hongkong, 29th April, 1908. [a36.4]

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
7.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
6.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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SPECIAL CARS by arrangement at the
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JOHN D. HUMPHREYS & SON
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Hongkong, 1st April, 1909. [a13.3]

NOTICE.
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AND
WESTERN PACIFIC
RAILWAY CO.
THE NEW LINE VIA HONOLULU TO THE UNITED STATES,
CANADA, MEXICO AND EUROPE
WILL ESTABLISH THROUGH SERVICE
JANUARY 27TH, 1911.

The well-known steamers of the TOYO KISEN KAISHA, fitted
with every comfort and convenience known to nautical science, will
connect at San Francisco with America's latest and finest trans-
continental railway, giving its passengers a golden opportunity to view
by daylight the rich productive valleys of California, the marvellously
beautiful scenery of the Feather River Canyon and the Sierra Nevada
Mountains, also the Great Salt Lake and the world-famous Rocky
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MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
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Length on Keel-Blocks.	Breadth at Entrance on Keel-Blocks.	Depth of Water on Keel-Blocks.
No. 1 ... 510 ft.	77 ft.	25 ft.
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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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" "	" "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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EVERY MAIL.

Including:

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Whittaker's Almanack ... 2.00

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SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to

11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings, Des
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JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 1st April, 1909. [a13.3]

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THEATRE ROYAL.
CITY HALL.

FOR A SHORT SEASON.

TO-MORROW NIGHT FRIDAY,

FEBRUARY 17TH

HENRY DALLAS
PRESENTS
"THE FOLLIES"

BY ARRANGEMENT WITH H. G. PELISSIER
FROM THE APOLLO THEATRE, LONDON,
IN THE WORLD-FAMOUS ENTERTAINMENT COMPRISING:
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Mr. HENRY DALLAS is the first and only Company out of London authorised
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still drawing all London to the Apollo Theatre.

Booking place at S. MOUTRIE & Co. PRICES AS USUAL.
Business Manager ... HARRY A. DOOLEY. [318]

EARLY TIFFIN

During Race Days.

SPECIAL MENU.

WEISMANN, LTD.

[54]

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[a28]

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WHISKY.

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MACREGOR & CO.,

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THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
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Dining accommodation for 300 Persons.

Private Bar and Billiard Room for Hotel Residents.

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A. S. WATSON & CO.
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DE ST. MARCEAUX
& CO.
REIMS.

AS SUPPLIED TO THE ROYAL COURTS OF
ENGLAND, GERMANY,
RUSSIA, AUSTRIA, BELGIUM, ITALY, DENMARK,
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Comedy	Prince's
Vicondonne Hotel Ritz	Romano's
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Imperial	
Kettner's	

AGENTS—
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LIMITED,
HONGKONG.

[25]

DON'T YOU BELIEVE IT?

WHAT?

WHAT?

HARMSTON'S CIRCUS
IS
OPENING AT CAUSEWAY BAY
ON

SUNDAY NIGHT, FEBRUARY 19TH.

LOOKOUT FOR TUXIN, THE MAN
WITH THE BOTTLE!

MARRIAGE.

On February 16th, at St. Andrew's, Kowloon, ALFRED HERBERT CROOK, M.A., F.R.G.S., youngest son of the late Rev. W. Crook, D.D., Howth, Dublin, to HELEN FLORENCE MACDOWELL, B.A., eldest daughter of Dr. T. MacDowell, Rathgar, Dublin. [329]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 151, FLINN STREET, EC

The Daily Press.

HONGKONG, FEBRUARY 17TH, 1911.

The dominating interest in Hongkong this week has been sport. Exchange may be low, business may be dull, and trade prospects may be anything but bright, but apparently they do not affect the annual Race Meeting promoted by the Hongkong Jockey Club. Quite as many ponies as usual have been under training, and the entries for the various events in the three days' programme have been up to the average of former years. Hongkong has provided fewer experienced riders than usual, and an unfortunate accident on the second day of the meeting further reduced the number by two; but so far as the actual sport is concerned, the Jockey Club have every reason to feel gratified at the results of the 1911 Meeting. The public, too, have evidently enjoyed the carnival of sport. Business has been practically suspended in its favour, and the weather being gloriously fine, the crowds thronging the Happy Valley, both outside

and inside the course, were unprecedentedly large. Many visitors from Shanghai and other ports were present. The patronage which the Club enjoys was demonstrated by the attendance of H.E. The GOVERNOR and LADY LUGARD, the leading members of both the naval and military services, and of prominent citizens, and nothing that was essential for success was lacking. The only incident of the meeting which created any dissatisfaction among the spectators was an obviously erroneous decision by the Judges in the race for the Hongkong Stakes, yesterday, when Trovenna, which came fourth past the winning post, was announced as second, and Inca, which came in third, was not placed by the Judges. The verdict of the Judges being final, much money was lost and won on a decision that was generally declared on the course to be a wrong one. Hence the dissatisfaction. By general consent an obvious and unaccountable error was made by the judges, and when attention was drawn to this and no change was made, the prevailing feeling was one of bewilderment. It was commonly believed that the judges did not alter their decision because the pari-mutuel had paid out on the ponies already announced, but it is more likely, we think, that the judges decided to adhere to their verdict simply because they considered it correct, for the judges have simply to decide the order in which the ponies pass the winning post, and when that decision is made their responsibility ends. In this instance a mistake was made; there is no room for any doubt on the point. The men in the Press stand, accustomed to keep their eyes on the winning post, spectators from every part of the enclosure, and even riders in the race testify that the pony which was placed second really finished fourth. At race meetings everywhere there are occasions when the decision of the Judge does not quite coincide with the views of some spectators who have witnessed the finish from various angles, but in cases where, in sporting parlance, it is a "foss up," the decision of the Judge is usually accepted. In the present instance, however, where the error was so palpable, the question is asked whether the decision of the Judges is irrevocable? It is urged that surely when a palpable mistake has been made, it should be open to the Judges to correct it, even though the pari-mutuel paid out on the declaration made by the Judges, because not only has the owner of Inca a just claim to the honour and the prize money, but there are also outside sweeps to be settled. We are not sufficiently acquainted with the rules of racing to say whether outside sweeps can be settled on a different basis to those settled on the course, nor can we say exactly what course, if any, is open to the Stewards of the Jockey Club in the matter, but as it forms the subject of an unusual amount of discussion, it is one which the Stewards might very well take into consideration. It was a regrettable error on the part of Judges who have discharged for many years the very exacting duties of the office with the greatest satisfaction; but the only point for consideration by the Jockey Club now is whether the rules—if they do not already make provision—should not in such a case as this give to the owners prejudiced by the decision the right to ask for its correction.

The French mail of the 17th January was delivered in London on the 15th inst.

The first performance of "The Folies" at the Theatre takes place to-night. The booking is at Montreux.

We are desired to state that through the courtesy of Captain Kraut, Commanding the German Cruiser Squadron, the Band of S.M.S. Schleswig will play at Government House on the occasion of Lady Lugard's weekly "At Home" to-day (Friday).

Henry Condie, ship's officer, again appeared before Mr. E. R. Hallifax at the Magistracy yesterday on the charge of being in possession of arms without a permit. Sergeant Cashman informed his Worship that the police did not wish to proceed with the case, and the charge was withdrawn.

Engineer W. A. Bury has been appointed to the receiving ship *Tanar* at Hongkong for service with the screw sloop *Rosario*, stationed in the harbour. As Mr. Bury is a specialist in submarines, his appointment is in connection with the stationing of the flotilla of submarine boats at Hongkong. He has served in the Royal Navy six and a half years, and was lastly aboard the cruiser *Bonaventure*, seagoing depot for submarines at Portsmouth in connection with the Home Fleet.

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TELEGRAMS.

[Protected by the Telegraph Message
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REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

RUSSIA AND CHINA.

"RUSSIA'S PATIENCE EXHAUSTED."

LONDON, February 16th. The "Bourse Gazette" of St Petersburg announces that there has been an important conference at the Ministry of War on the subject of Russia's relations with China.

The journal says Russia's patience is exhausted owing to the persistent flouting of Treaty stipulations by China.

A vital pronouncement by the Foreign Office is expected in a few days.

CHINESE STUDENTS IN LONDON.

LONDON, February 16th. A Hall of Residence for Chinese students will shortly be opened in London.

The Chinese Minister warmly supports the scheme which is intended to provide a good social centre for students.

Sir J. McLeavy Brown is Chairman of the Committee, which includes Professor Sadler, Sir George Kemp and Miss Kemp.

THE ALSACE-LORRAINE BILL.

LONDON, February 16th. A Berlin telegram states that the Alsace-Lorraine Bill will probably be withdrawn owing to adverse votes in the Reichstag Committee, which despite the strong opposition of the Government, adopted an amendment raising Alsace-Lorraine to the rank of an independent federal State.

THE POLITICAL SITUATION IN PERSIA.

LONDON, February 16th. A Teheran dispatch states that all the members of the Mejjiss visited the Regent on Sunday, as he had intimated that he would refuse to be sworn until a stable majority was formed in the Mejjiss. He deprecated the present excessive interference of the Mejjiss in foreign affairs.

ILLNESS OF THE POPE.

LONDON, February 16th. His Holiness the Pope is ill in bed of influenza. Audience have been suspended.

LATER. The doctor in attendance on His Holiness the Pope is convinced of complete recovery in four days.

PRESIDENT TAFT AND MR. CLARK'S PROPHECY.

London, February 16th. A telegram from Washington states that President Taft is astonished at Mr. Clark's speech predicting the passing of Canada under the American flag. He regards the remarks as most unfortunate, and says the Administration has no thought of annexation.

THE PLAGUE.

SUSPECTED CASES AT VLADIVOSTOK.

LONDON, February 16th. A telegram from St. Petersburg says it is feared that the plague has reached Vladivostock.

Five Chinese have been found who are believed to be suffering from plague,

TELEGRAMS.

[Protected by the Telegraph Message
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"DAILY PRESS" EXCLUSIVE SERVICE.

PLAQUE IN THE NORTH.

FURTHER CASES IN PEKING AND TIENSIN.

PEKING, February 16th. After a lapse of eight days two deaths from plague have taken place at Peking. One death is occurring daily in Tientsin. The Manchurian centres are improving.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

February 15th.

PIRACY.

The British Consul-General has sent a despatch to the Pao Yu Magistrate reporting that a steam launch flying the British flag was lying off Tsau Tan Tsui (Honan) when she was boarded during the night by several pirates, who bound and gagged the men on the launch and then proceeded to plunder the vessel. The Magistrate has requested to take steps to discover the perpetrators of this outrage without delay. Considering the number of water police on the river it is astonishing that such an occurrence should take place in one of the busiest spots on the river. The land police are bad enough in all conscience, but their brethren of the water are far worse. They seem to spend most of their time in "larking" with the sampan girls and in still more questionable pursuits. A few days ago the 72 Guards' Press issued a strong denunciation of these men and advocated their abolition and in their place the establishment of a thorough system of launch patrol.

SUPPRESSION OF A PAPER.

By order of the Tao-tai of Police the newspaper known as the "Ping Ma Po" has been compelled to cease its circulation. The exact reason why this journal has been suppressed is unknown, but it has lately been very outspoken in its comments on the officials and their ways. The public is indignant that the police have taken such strong action, and the editor of the suppressed paper is seeking to interview the highest officers with a view to getting the paper into circulation again. It is wonderful how outspoken several of the local journals are. The highest officers are not exempt from their criticism, and although such criticisms are often indirect and hot-headed, yet the effect has been to rob the ranks of officialdom of a great deal of its terror and to place a power in the hands of the people that was not dreamed of a few years ago.

AN UNWELCOME VISITOR.

The Chi Tun village in the Nam Ho District has been thrown into a state of alarm owing to the visit of a tiger. A Mr. Hung has a large garden on the outskirts of the village, and the beast was discovered by the gardener lurking in the bushes. The gardener fired at the creature with an ancient gun that happened to be handy, but the beast was not hit. The noise of the discharge naturally infuriated the animal, which at once attacked the unfortunate gardener and severely maimed him. By this time some villagers had arrived, and the tiger was soon shot. It weighed over 200 catties, and was put up for sale, and soon every part of the carcass was sold. It should be remembered that when portion of a tiger's heart is steeped in wine the liquor will make a person very brave and he will overcome all his enemies with ease. Peculiar virtues are also attached to the liver, kidneys and entrails of the tiger, while a few of the beast's hairs concealed about the person most effectively ward off the attacks of evil spirits.

CHINESE OR ARABIC NUMERALS?

A correspondent gives the following details of the Crown Prince's shoot in the Mirzapur jungles. The day after the Prince shot his big tiger an expedition was made by motor some thirty miles off to a jungle where a tigress with cubs was reported to have killed the day before.

A general beat was organised, but without success. The next day and the 23rd January also proved blanks. On the 25th which was the last day in camp, on the way to the jungles 14 miles from Ahroun a woman was met who gave the welcome news that a kill had taken place the night before. He was handsomely rewarded.

Eventually the road came to an end and elephants were used for 2 miles, while for the last two miles the party walked to their machans.

The beat began at about 1.30 and at five minutes to two a good tigress charged up to the machan of the Crown Prince at a gallop and was killed with one shot. Twenty-five minutes later a cub came up to the same machan and was also despatched with one shot.

The Crown Prince reaped the advantage of his straight shooting at the first two animals by getting a third one about ten minutes later.

This one required four shots to dispose of it.

The tigress measured 8 ft. 8 in., the male cub 7.3 and the female 7.1. The party had then to make its way as quickly as possible to the railway station in order to reach Allahabad before dinner time. The result of the week's shoot was thus two full grown tigers, one tigress two cubs, two leopards, two bears, three boar, besides other less important game.

OFFICIALS TO BE EXAMINED.

Viceroy Chang still continues to cause consternation in the ranks of the provincial officials. His latest mandate is that all officials below the rank of Prefect and Tao-tai are to be subjected to a strict examination which will be presided over by his Excellency himself. All those who are thus weighed in the balance and found wanting are to be requested to send in their resignation.

His Excellency will also shortly

start on a tour of the province, when he will inquire minutely into the administration of the district officers and their subordinates.

At the usual bi-monthly levee of officials held by the Viceroy on the 15th of this month it was noticed

that the Provincial Treasurer was conspicuous

by his absence.

A MODERN HAROUN AL BASCHIR.

An official named Lam has recently been appointed to the district office of the Tang On District, which for a long time has

been noted for the large number of robberies

and crimes of violence which have occurred

there. Lam, in a recent interview with the Viceroy, recounted how he suspected several of the "gentry" to be in league with the robbers,

and to make sure he disguised himself as a

villager and in this way obtained much valuable

information. The Viceroy highly commended

this resourceful officer.

ACTIVITY OF THE PICKPOCKET.

The Chinese pickpocket is still very active at the races, and notwithstanding the number of police and detectives on the lookout for him in many instances he is successful in eluding the grip of the law. A number of the fraternity have been arrested to date, but the majority, we believe, are at large, and are making their presence felt about the racecourse.

Yesterday the Chinese who was charged on the previous day with cutting a companion's pocket and stealing \$3.60, again appeared at the Magistracy, and Mr. Wood granted another remand in the case. Mr. Hallifax also remanded a Chinese who stands charged with extracting \$10 from the coat pocket of an Indian.

On Wednesday a European lady in the grand stand was relieved of her watch and chain, and a naval lieutenant who won \$80 odd on a race and put it in his pocket subsequently discovered that it was not there. A Chinese lady at one of the outer stands, while watching a close finish, felt her bangle being drawn from her wrist. It was removed so quickly that before she could turn her head it was out of sight, and she was unable to detect the thief in the large crowd which surrounded her.

HARMSTON'S CIRCUS COMING TO HONGKONG.

Owing to the Chinese Authority at Canton being unable to grant Harmston's Circus protection against the turbulent element of the mob, the Combination was obliged to bring its season in the Kwangtung capital to a premature close, and leave hurriedly for Hongkong. Here, pending steamer arrangements, the Circus will show for a few nights only

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

THIRD DAY.

Thursday, 16th February.

The Officials of the Jockey Club are:

Stewards.—His Excellency Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral The Hon. Sir A. L. Winslow, R.N., K.C.B., C.V.O., C.M.G.; His Excellency Major-General C. A. Anderson, C.B.; Commodore C. J. Eyr, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. H. Koswick; Capt. G. C. Dryer; Messrs. G. Friesland, H. J. Gorrie, W. Humphreys, C. H. Ross, N. J. Stabb, H. P. White. Stewards in charge of the Scales. The Hon. Mr. H. Koswick and Mr. G. Friesland. Handicapper—Capt. G. C. Dryer. Judge—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge—Mr. C. H. Ross. Starter—M. H. J. Godro. Second Starter—Mr. M. W. Slade. Time-Keeper—Mr. M. S. Sackson. Hon. Treasurer—Mr. C. Edwards. Clerk of the Course—Mr. T. F. Hough.

Good weather and good sport were experienced yesterday when the third day's racing was completed. In the morning the dull skies threatened rain, but as the day advanced the clouds disappeared and the sun reigned supreme in the heavens. The ten events set down on the card were particularly interesting, and with the exception of the first race the several competitions produced exciting finishes. H. E. the Governor and Lady Lugard arrived before the commencement of the racing, and were welcomed as usual. The attendance was not so large as usual in the morning, but the numbers assumed their ordinary proportions in the course of the afternoon. The band of the K. O. Y. I. L. added to the pleasure of the gathering.

A regrettable incident took place in the third race, that for the Hongkong Stakes. By some unaccountable error of judgment the judges placed the pony which was third (Inca) out of the prize list altogether and gave second place to Trevenna, which finished fourth, while Donau, who really came in second was allocated third place. When the numbers were heisted, the crowd waited for a change to be made in the belief that the man in charge of this duty had made a mistake. Men from all parts of the stands came to declare that an error had been committed, but though this consensus of opinion was apparent to the judges they did not see their way to alter the decision indicated by the figures on the board. The honesty of the judges was not imputed, but it was felt that a decision which was palpably wrong should not be irrevocable. Needless to say, considerable dissatisfaction prevailed, and the error was generally deplored.

Much interest was manifested in the race for the Ladies' Purse, which unexpectedly went to Pet Rose, rather than Lucullus Rose, who was not favourite. Mr. King, the rider, went unmounted, only afterwards to the Grand Stand to claim the trophy, which was graciously handed over to him by Miss Eyes in the presence of the Governor, Lady Lugard and Club officials.

Only four ponies came out to struggle for the Champion Stakes. This was an unqualified success for Buxey's stables, Coronation Rose winning, with Royal Rose second. The events finished in good time, and a very successful meeting has to be added to the chronicles of the Jockey Club.

The GRAND STAND STAKES.—Winner \$600. Second \$150. Third \$75. For China Ponies bona fide Griffins on date of entry. Winners of one race 5 lb.; of two or more races 10 lb. extra. Subscription Griffins allowed 5 lb. entrance \$10. Three quarters of a mile.

Mr F. B. Marshall's Willow Tree, 1st 5lb. 5lb penalty (Mr Vida) 1

Mr John Peel's Auchendoon, 'Ost 12lb... (Mr Johnstone) 2

Mr Durgor's Just in Spite, 1st 1lb... (Mr King) 3

Mr C. H. Ross' Bee Hee, 1st 1lb... (Mr Hickman) 0

Mr Buxey's Gardonia Rose, 1st 12lb... (Mr Burkhill) 0

It was unfortunate that the first race of the day should have witnessed a wretched start. Willow Tree was very much in advance and got away so far ahead that the result for such a distance was never in doubt. Auchendoon was about five lengths behind the leader. Ben Hee was third, the Rose fourth, and Just in Spite last. The only difference going uphill was that Auchendoon and Ben Hee raced neck and neck, but past the village Just in Spite claimed second place. In the straight Willow Tree ran easily, with Auchendoon following comfortably in the rear.

The time was 1m. 29s, which eclipses the record of 1.30 established by Persimmon Tree. Subsequently on the grand-stand Mr. King, the jockey who steered the winner to victory, was presented with the Ladies' Purse by Miss Eyes, who also tendered congratulations on behalf of the ladies in attendance.

Mr. King, on accepting the purse, presented the donor with a handsome bouquet, and called for three cheers for the ladies, which call was gallantly obeyed. Their Excellencies Sir Frederick and Lady Lugard, Commodore Eyes and Sir Hornbeam Mody were among those on the grand-stand.

Mr Buxey's Spring Rose, 1st 1lb... (Mr Burkhill) 1

Mr Buxey's Cecil Rose, 1st 5lb, 7lb... (Mr Cummings) 2

Mr Peel's Discarded, 1st 5lb, 7lb. penalty (Mr Johnstone) 3

Mr Marshall's Clove Tree, 1st 12lb... (Mr Vida) 0

The flag dropped to a very good start. Discarded taking the lead, with Clove Tree second, and Spring Rose third. Cecil Rose drew level with the Tree and headed the field at Bowrington, Discarded falling back to third position. At the incline Spring Rose led by a length from Discarded, Clove Tree being third and Cecil Rose last. The order was the same

passing the village, but at the entrance to the straight Cecile Rose passed Clove Tree and in the home run overhauled Discarded. Spring Rose, ridden easily, passed the judge's box with a lead of several lengths. Cecile Rose and Discarded struggled for second place, the Rose in the last spurt outdistancing Peal's pony by many lengths.

The—2 min. 41s secs.

PARI-MUTUEL.

Dividend	\$9.30
1st	6.60
2nd	12.70

CASH SWEEPS.

1—Ticket No. 24	\$693
2—	74	198
3—	130	99

THE HONGKONG STAKES.—Winner \$750. Second \$250. Third \$125. A forced entry for China ponies Subscription Griffins of this season 1910-1911. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners allowed 5lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One Mile and a half.

Messrs Lubbock and Noble's Alacrity 1

10st 10lb, 1lb over (Mr Johnstone) 1

Messrs. Slade and Balloch's Trevonna, 10st 6lb, 3lb allowance (Mr Hickman) 2

Mr O. K.'s Donau, 10st 4lb, 3lb allowance (Mr Klimanek) 3

Mr Morrison Hill's Bantam, 10st 12lb... (Mr King) 0

Mr Macdo's Inca, 10st 4lb, 3lb allowance (Mr Kremer) 0

Mr Billiard's Shellout, 10st 7lb, 3lb allowance (Mr Humphreys) 0

Mr Marshall's Xmas Tree, 10st 7lb, 3lb allowance (Mr David) 0

Mr H. B. Pike's Artisan, 10st 9lb, 3lb allowance (Mr Vida) 0

Mr Bell's Perhaps, 10st 13lb, 3lb allowance (Mr Williams) 0

Mr Thomas' Mustard, 10st 10lb, 3lb allowance, 1lb over (Mr Cummings) 0

Owing to the restlessness of a few of the ponies, the field of ten was delayed in getting off, false starts being innumerable. At length the flag fell, Bantam making the best of a poor start, followed by Donau, with Inca third. An open field went easily past the village, and at the winning post for the first time the order was Xmas Tree 1, Shellout 2, Bantam 3, Nearing Bowrington. Inca drew up to the leader, Shellout lying next and then Bantam. The field closed at the incline, and Alacrity drew to the front passing the village. In the home run he came up strong on the outer course, and defeated Donau by a length, while the latter just succeeded in snatching second place from Inca. Trevonna was fourth past the post, but was given second place by the judges, who also placed Donau third.

Time—3 min. 23s secs.

PARI-MUTUEL.

Dividend	\$7.90
1st	6.60
Trevonna	27.00
Donau	48.90

CASH SWEEPS.

1—Ticket No. 212	\$1,111.95
2—	164	337.70
3—	233	518.85

THE LADIES' PURSE.—Prize \$300 added. Second to receive \$200; and Third \$100. For China Ponies. Weight for inches as per scale. Winners at this meeting other than Subscription Griffins \$1b. extra. Jockeys who have had 3 or more winning mounts in Hongkong, Shanghai or Tientsin 7 lb. extra. Entrance \$10. Once Round.

Mr Buxey's Pet Rose, 10st 12lb (Mr King) 1

Mr Gilpin's Caprice, 10st 9lb... (Mr David) 2

Mr John Peel's Rejected, 1st 10lb, 12lbs... (Mr Johnstone) 3

Mr Buxey's Lucullus Rose, 11st 7lb, 12lb... (Mr Vida) 0

Mr Hickman's Kerry, 11st 1lb... (Owner) 0

Mr Cymru's Dylan, 10st 12lb, 3lb over... (Mr Williams) 0

Mr D. Macdonald's Highland King, 1st 7lb (Mr Klimanek) 0

Mr Ellis Kadoorie's Servian Chief, 1st 1lb... (Mr Klimanek) 0

Belgian Chief was left at the post, while Highland Tarn went away in the lead with Perle d'or Rose second. The latter pony drew into first place, and Tomahawk passed into second position. Passing the stand for the first time Perle d'or Rose was first. Tomahawk second, and Anchenskooch third. The blue jacket shot to the front near Bowrington, the Rose lying second. Tomahawk third, and the rest of the field well up and in close order. Trevonina passed into third place, but gave way to Belgian Chief, which pony took the lead at the football stand and headed the field up the incline. Approaching the village the Chief and Anchenskooch need neck and neck in the run, with the Rose, Tomahawk and Highland Tarn close in their wake. Anchenskooch was first into the straight, and Tomahawk followed hard behind him on the outer course. Then Highland Tarn challenged the leader, but was defeated on the post, while Tomahawk ran a good third.

Time—2 min. 41s secs.

PARI-MUTUEL.

Dividend	\$7.90
1st	6.60
Trevonna	27.00
Donau	48.90

CASH SWEEPS.

1—Ticket No. 212	\$1,111.95
2—	164	337.70
3—	233	518.85

THE CHAMPION STAKES.—Winner \$1,500. Second \$400. Third \$200. For China Ponies. Winners at this meeting only. A forced entry. Weight for inches as per scale. Entrances \$20 for each race won. One Mile and a quarter.

Mr F. B. Marshall's Apple Tree, 11st 6lb... (Mr Cummings) 1

5lb penalty (Mr Vida) 2

Mr Burey's Aurora Rose, 11st 9lb, 5lb... (Mr Burkhill) 1

penalty (Mr Burkhill) 0

Mr Durgor's Just in Fun, 10st 9lb... (Mr King) 0

Mr John Peel's Auchenskooch, 10st 9lb... (Mr Johnstone) 0

Mr C. H. Ross' Ben Hee, 11st 1lb... (Mr Hickman) 0

Mr Buxey's Gardonia Rose, 10st 12lb... (Mr Burkhill) 0

Time—2 min. 41s secs.

PARI-MUTUEL.

Dividend	\$39.80
1st	6.00
2nd	5.50
3rd	6.00
(Just in Time)	6.20

CASH SWEEPS.

1—Ticket No. 414	\$1,770.30
2—	378	505.80
3—	321	126.45
—	54	126.45

THE PHANTOM STAKES.—Handicapped. Winner \$500. Second \$150. Third \$75. For China Ponies that have run at any Gymkhana meeting and Griffins on date of entry. Winners at this meeting and non-starters barred. Entrance \$10. One Mile and a quarter.

Mr John Peel's Auchenskooch, 10st 12lb... (Mr Johnstone) 1

Mr D. Macdonald's Highland Tarn, 10st 4lb... (Mr Vida) 2

Mr Doloful's Tomahawk, 10st 2lb... (Mr Hickman) 3

Mr Buxey's Perle d'or Rose, 10st 12lb... (Mr Burkhill) 0

Messrs Slade and Balloch's Trevonina, 10st 12lb... (Mr King) 0

Mr H. B. Pike's Artisan, 10st 9lb, 3lb allowance (Mr Vida) 0

Mr Bell's Perhaps, 10st 13lb, 3lb allowance (Mr Williams) 0

Mr Thomas' Mustard, 10st 10lb, 3lb allowance, 1lb over (Mr Cummings) 0

Belgian Chief was left at the post, while Anchenskooch went away in the lead with Perle d'or Rose second. The latter pony drew into first place, and Tomahawk passed into second position. Passing the stand for the first time Perle d'or Rose was first. Tomahawk second, and Anchenskooch third. The blue jacket shot to the front near Bowrington, the Rose lying second. Tomahawk third, and the rest of the field well up and in close order. Trevonina passed into third place, but gave way to Belgian Chief, which pony took the lead at the football stand and headed the field up the incline. Approaching the village the Chief and Anchenskooch need neck and neck in the run, with the Rose, Tomahawk and Highland Tarn close in their wake. Anchenskooch was first into the straight, and Tomahawk followed hard behind him on the outer course. Then Highland Tarn challenged the leader, but was defeated on the post, while Tomahawk ran a good third.

Time—2 min. 41s secs.

PARI-MUTUEL.

Dividend	\$9.80
1st	6.10
2nd	9.40

CASH SWEEPS.

1—Ticket No. 229	\$9,330
2—	1052	2,630
3—	240	1,340

UNPLACED PONY.

Ticket No. 872

THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$200 added. Second \$150; and Third \$75. For China Ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One Mile.

Mr John Peel's Auchenskooch, 10st 12lb... (Mr Johnstone) 1

Mr D. Macdonald's Highland Tarn, 10st 4lb... (Mr Vida) 2

Mr Doloful's Tom

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

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NEW ADVERTISEMENTS

FOR SHANGHAI.

THIS P. & O. S. N. Co.'s Steamship "ASSAYE"

Capt. Owen Jones, R.N.R., will leave for Shanghai TO-DAY, the 17th inst., at 5 P.M.

For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th February, 1911. [1]

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Capt. L. C. Townsend, will be despatched for the above Ports on TUESDAY, the 21st inst., at 3 P.M.

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Agents.

Hongkong, 17th February, 1911. [325]

NOW ON SALE.

MAIL TABLES FOR 1911.

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Hongkong, 6th February, 1911.

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MANAGER,

HONGKONG DAILY PRESS OFFICE, Hongkong, 22nd November, 1910. [1307]

NOTICE OF REMOVAL.

WE beg to inform our esteemed Customers that we have THIS DAY REMOVED our Business from 25, Hollywood Road to 40, LYNDHURST TERRACE, Intely occupied by Mr. J. BYRAMJEE & Co.

JESSE BROY & Co.

Hongkong, 14th February, 1911. [327]

WANTED.

MARRIED Couple, no Children, want ONE or TWO ROOMS, with or without Board, Furnished or Unfurnished. Must be Cheap. Please state terms.

Address—
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Care of "Daily Press" Office, Hongkong, 15th February, 1911. [328]

WANTED.

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Care of "Daily Press" Office, Hongkong, 23rd January, 1911. [215]

CANTON IMPORT and EXPORT FIRMS such as following Eintritt, spätestens per 1. April a. o. tuechtigen Assistenten, welcher befähigt ist, gehoben zu arbeiten.

GERLANGEBOOTE unter

Care of "Daily Press" Office, Hongkong, 23rd January, 1911. [249]

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WE beg to notify the residents of Kowloon that we now have on sale at our Kowloon Depot, Nathan Road:

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HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central.

Hongkong, 11th February, 1911. [38]

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Hongkong, 23rd October, 1910. [1229]

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NOTICE TO SHAREHOLDERS.

THE EIGHTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on SATURDAY, the 21st February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 21st February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Secretary.

Hongkong, 24th January, 1911. [229]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 25th day of February, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 13th February, to SATURDAY, the 25th February, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

N. J. STABE,

Chief Manager.

Hongkong, 7th February, 1911. [293]

HONGKONG ICE COMPANY, LTD.

THE THIRTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers at 12 Noon, on TUESDAY, 26th inst., to receive a Statement of the Company's Accounts to 31st December, 1910, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th inst. to the 26th inst., both days inclusive.

JARDINE MATHESON & CO., LTD.

General Managers.

Hongkong, 11th February, 1911. [313]

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Hongkong, 22nd November, 1910. [1307]

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JESSE BROY & Co.

Hongkong, 14th February, 1911. [327]

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St. George's Building.

Hongkong, 8th February, 1911. [291]

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PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-12]

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REVISED BY THE MEMBERS.

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Hongkong, 21st February, 1910. [316]

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Hongkong, 26th October, 1906. [1181]

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83-2

PLASMON—the FOOD.

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Plasmon, Plasmon Cocoa, Plasmon Chocolate, and Plasmon Biscuits of all Chemists, Grocers, and Stores. Plasmon, Ltd., London.

GERMAN SHIPBUILDING INDUSTRY.

PHENOMENAL GROWTH.
(BY A CORRESPONDENT OF THE LONDON "DAILY TELEGRAPH.")

The progress, position, and prospects of the German shipbuilding industry are well worth attention in this country just now. In 1908, for the first time in history, our German rivals launched more warship tonnage than we did. It is now announced that a giant steamer, larger than anything we have built in this country, is shortly to be laid down on the stocks at the Vulcan yard, Stettin. The new German Naval Estimates provide for a record expenditure upon new ships. Considerable extensions are under way in the German shipbuilding industry. These and many other circumstances combine to invest the progress of our rivals with special interest.

Indeed, the annals of industrialism afford few more striking chapters than that of the history of German shipbuilding. From obscurity and insecurity and insignificance, and out of a maze of natural difficulties, the German shipbuilder has within a single generation risen to a position second only to that held by his powerful British rival. Thirty years ago Germany, as a shipbuilding country, was a place of no importance. Now a British Prime Minister and a British First Lord of the Admiralty have been constrained to admit that in the speed and efficiency of fighting ship construction we hold little or no advantage over the Germans. The German shipbuilder has come to the front with almost dramatic suddenness. As recently as 1885 less than 25,000 tons of iron and steel shipping were launched in the year. In four out of the last six years more than 300,000 tons have been put into the water by German builders. Between 1881 and 1887 the North German Lloyd alone had 40,000,000 marks worth of ships built on the Clyde. Now Germany builds her own ships and competes with us for others' custom. In 1881 the registered tonnage of Germany's merchant steamships stood no higher than 215,000 tons, practically the whole of which had been built abroad, mostly in Britain. Now Germany's tonnage reaches 3,250,000 tons, mostly built at home. A generation ago we built most of Germany's war vessels. In 1908 Germany launched 97,000 tons of warships against our 49,000 tons.

OBSTACLES OVERCOME.

And the progress revealed by these figures becomes all the more remarkable when it is borne in mind that the German shipbuilders have had to overcome a combination of obstacles quite unknown in this country. Here we have coal and iron supplies and first-class natural harbours all practically side by side; whereas in Germany the coalfields are far removed from the iron supplies, and both are far in land, while of good natural harbours that country is almost destitute. Germany has not only had to assemble her raw materials from widely separated districts, construct a great railway system, and widen, deepen, and canalise her rivers, but she has had to make and has to maintain, her harbours by costly dredging. The German shipbuilding industry stands on its career heavily handicapped, alike by costly raw materials and by inadequate harbour and launching accommodation. Moreover, the trade lacked skilled labour and trained management. In the light of these circumstances Germany's progress is a monument to the adaptability of her craftsmanship, the diligence of her enterprise, and the wisdom and patriotism of her statesmanship. And we in this country had better beware lest Germany outstrips us in the shipbuilding race, as she has already done in iron and steel.

Although a sailing vessel carrying 16 guns was built in Prussia in 1842, and a couple of gunboats, constructed partly of wood and partly of iron, in 1843, followed by a wooden steamer propelled by an English engine in 1850, it was not until some time after the foundation of the Empire and the conclusion of the Franco-German War that any serious efforts were made in the direction of shipbuilding, either mercantile or naval, in Germany. Indeed, it was not until after the passing of the Ship Subvention Bill of 1885 that the construction of ocean passenger vessels was undertaken. But immediately upon the enactment of that measure the North German Lloyd placed an order for three vessels of about 4,000 tons each—the Bayern, the Preussen, and the Sachsen—with the now famous Vulcan Company of Stettin. These vessels gave fair satisfaction to the owners, but the builders lost nearly 200,000 marks on the contract, for, having had no previous experience with such boats, not only was great expense incurred in tools, appliances, and models, but there was no end of costly experimenting and loss in spoiled work. However, the Vulcan people were not easily discouraged, and, financiers coming to their assistance, they undertook the building of two 6,000-ton boats—the Havel and the Spree. But these vessels gave satisfaction to neither owners nor builders. Among their various faults the distribution of their boilers and bunkers was so bad that they floated down by the head. The failure of these boats, followed afterwards by the splendid success of the British-built Majestic and Teutonic, seemed to have come very near to strangling German shipbuilding, so far, at any rate, as ocean passenger ships were concerned.

Goods not cleared by the 20th inst., 6 P.M., will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on MONDAY, 20th inst., at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case of lateness.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents, Hongkong, 14th February, 1911.

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THE THREATENED SEAMEN'S STRIKE.

Mr. Ben Tillet, in reply to inquiries recently regarding the threatened international seamen's strike, said the strike would undoubtedly take place.

It was not to be thought, however, that the Coronation period had been chosen because of that event. The Coronation was a mere accident, and the strike was inevitable in the present circumstances. The plans must be kept secret, but the strike would take place at British, German, and American ports within 24 hours when it did occur.

Mr. J. Henson of Berry, the Bristol Channel representative of the British Sailors' and Firemen's Union, said:

"I am not at present in a position to state on what date the international seamen's strike will take place; the actual date fixed is only known to the heads of the different departments of our organizations, but we are prepared if called upon to come out to-morrow. Seventy-five per cent. of the seamen are in our ranks, and the rest would only be too glad to throw in their lot with us. If the strike does come about, it will not only paralyse shipping at Barry and in the Bristol Channel, but all over the United Kingdom, the United States, and practically all Europe. How the shipowners would fight us is more than I can say. They could not fight us by employing Chinese, because of the language tests, and all the others would be on our side. We do not want to strike. All we want is a Conciliation Board, and if we could get this I should think we could get our other demands."

Mr. Havelock Wilson, questioned after a private meeting of the sailors and firemen held at Liverpool for the purposes of organizing the coming strike, declined either to confirm or contradict the report that the strike was fired for Coronation week.

Inquiries among the seamen's officials at Middlesbrough failed to elicit any confirmation of the probability of a general strike in British ports. Indeed, the idea was scouted as foolish.

Now we have the announcement that a 50,000-ton liner is to be built in Germany—50,000 tons above the recently-launched British *Olympic*—and that the new German vessel will be the most luxuriously-fitted ship yet built. And eight large battleships and cruisers are now on the stocks. The war vessels launched in Germany in 1908-9-10, in addition to torpedo-boats, submarines, and other small craft, were:

	Tons. L.H.P.
"Westfalen"	19,000 25,000
"Nassau"	18,000 25,000
"Posen"	18,000 20,000
"Rheinland"	17,000 20,000
"Blucher" (cruiser)	15,000 35,000
"Ostfriesland"	20,500 25,000
"Holzland"	25,000 22,000
"Thuringen"	25,000 22,000
"Von der Tann" (cruiser)	19,000 45,000
"Moltke" (cruiser)	18,700 45,000
"Oldenburg"	22,000 25,000

SHIPBUILDING MATERIALS.

In the early days the German steel shipbuilding industry was obliged to import a large proportion of its materials from abroad, mainly from Britain and Belgium. As recently as twelve years ago it was estimated that fully 30 per cent. of the materials used in German shipyards was imported. Now less than 3 per cent. is imported, and Germany exports far more shipbuilding materials and fittings than she imports. What our rivals could do eight years ago was amply demonstrated at the Dusseldorf Exposition, but we were too engrossed by the Boer War and Coronation affairs to pay much attention to Germany's industrial progress, and when, some two years ago, our own Prime Minister declared that our contemporaries could build and equip a battleship almost as rapidly as we could, the news seemed to come as a positive shock to us. At that exhibition, in 1902, there was a wonderful array of shipbuilding materials and furnishings, from raw iron to engines and guns, all produced in Germany. There were steel plates and sheets from Krupp's, which showed positively marvellous tensile strength and resistivity. There was steel which would not corrode in sea water, and steel which would neither expand nor contract under any ordinary temperature variations. There were plates, bars, and rods of iron and steel made by every known process—cast, puddled, crucible, basic, Bessemer, and Martin. There was a steel torpedo air reservoir 18in. diameter, plate 28/100in. in thickness, which did not yield until a pressure of nearly 4,000lb. per square inch was applied. Marine engines were exhibited which, including boiler-room equipment, propellers, and all fittings and connections complete, only weighed 50lb. per indicated horse-power. Since then our rivals have still further perfected their processes and products.

PRACTICAL EDUCATION.

Much of Germany's progress in shipbuilding is due, no doubt, to her practical system of education. The high schools at Danzig, and even at Charlottenburg, afford special courses in shipbuilding and marine engineering, while at Kiel, Hamburg, and Bremen there are colleges devoted almost exclusively to this science. Then there is a Shipbuilding Technical Society constantly conducting investigation, research, and experimentation in all matters appertaining to the construction and navigation of vessels.

Another important factor in the promotion of German industry, so far at all events as the furnishing of battleship equipment and armament is concerned, is the continuity of naval policy in that country. While our Government pursue what is little better than a hand-to-mouth policy of new construction, affording our ship-builders and armament-makers but scant encouragement to maintain a large and efficient productive capacity, Germany has a well-defined, continuous, progressive, and long-range policy, enabling her producers to measure, with almost mathematical exactitude, the amount of work that will be available several years ahead.

The net result of Germany's policy—the co-operation among her producers and the encouragement given them by the Government in various ways is that our rivals are going forward almost by leaps and bounds in every branch of the iron industry, from smelting the pig-iron to building the ship, while we, with our haphazard policy, are doing little more than mark time. Germany, after having had a very bad start in the race, has beaten us in iron manufacture. She has beaten us in steel output. She has beaten us in steel exportation.

She has just about drawn level with us even in iron and steel exportation. She is seriously challenging us in naval shipbuilding. We have not yet lost the leading position in shipbuilding; but unless our builders organize, unless our workmen do their duty, and unless the Government give our industries that encouragement in volume and regularity of work which our commercial and Imperial needs warrant and the exigencies of international politics render prudent, if not imperative, the day will soon come when our supremacy, alike in ships and in the capacity to build ships, will pass away.

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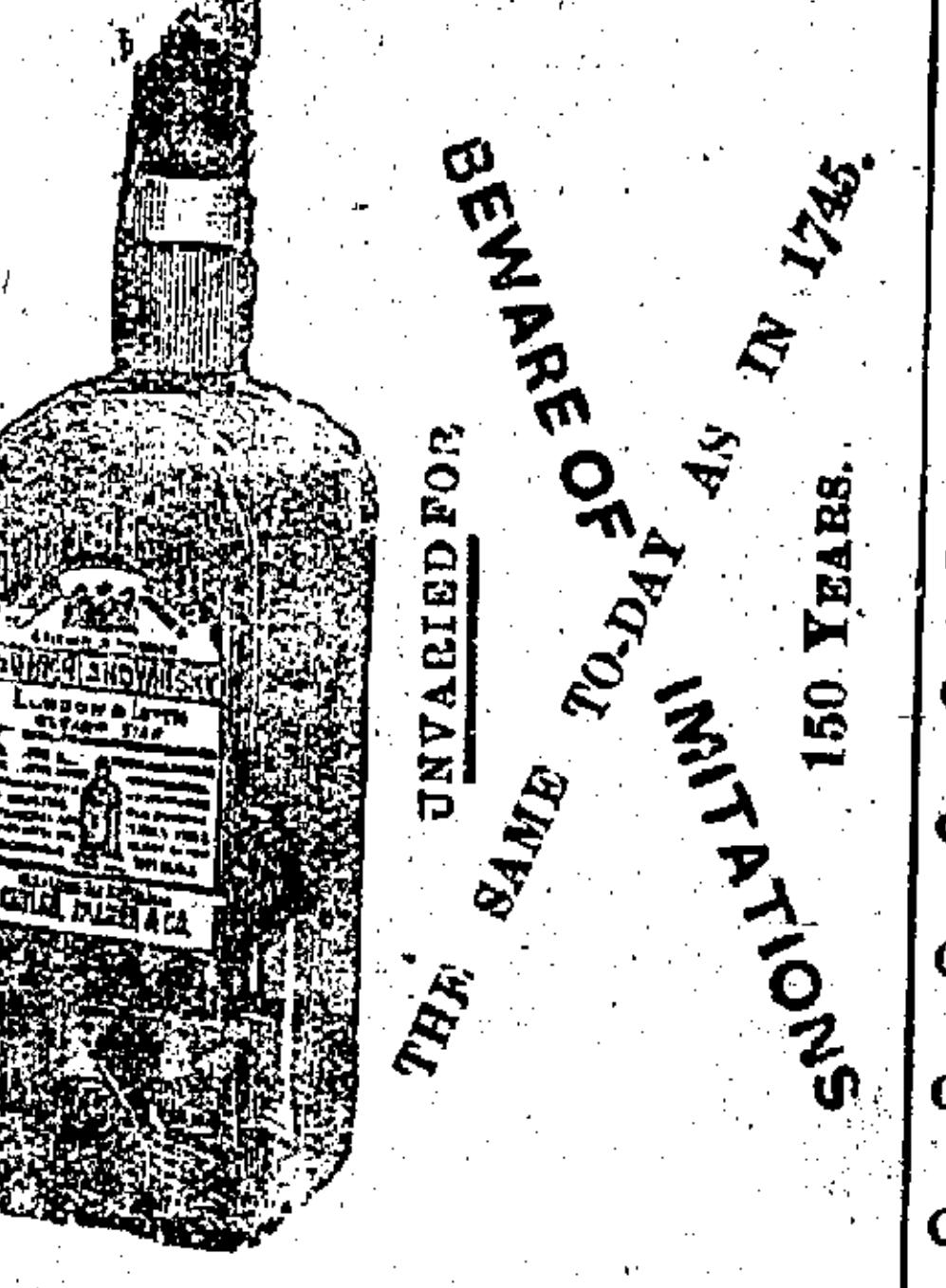
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SHIPPING IN PORT STEAMERS

AMERICA MARU, Japanese str., — A. G. Stevens, 9th Feb.—Shanghai 6th Feb., Mail and General—Toyo Kisen Kaisha.
AMIGO, German str., 822, W. Langschwager, 13th Feb.—Pakchoi and Hoihow 7th Feb., General—Jebson & Co.
ANGHIN, German str., 1,001, Hinkwitz 14th Feb.—Saigon 8th Feb., Rice—Butterfield & Swire.
BORNEO, German str., 1,344, F. Sembill, 14th Feb.—Sandakan 8th February, General—Mechers & Co.
CANI-DIEDELCHESEN, German str., 774, Chr. Jürgenson, 13th February—Haiphong 11th Feb., General—Jebson & Co.
CATHERINE APC II, British str., 8. C. Townsend, 14th Feb.—Singapore 7th February, General—David Sassoon & Co.
CHENAN, British str., 1,350, Lloyd Jones, 15th Feb.—Shanghai 12th February, General—Butterfield & Swire.
CHENGSHING, British str., 1,265, V. M. Liddell, 5th Feb.—Swatow 4th Feb., General—Jardine, Matheson & Co.
CHILDAR, Norwegian str., 1,102, Nils Hjorth, 15th Feb.—Bangkok via Swatow 14th Feb., General—Angand, Thoresen & Co.
CHINKIANG, British str., 1,250, W. Fr. Kay, 11th Feb.—Chinghawto 5th Feb., Coal—Butterfield & Swire.
CHIPING, British str., 1,199, F. Mooney, 14th Feb.—Kwangyen 12th Feb., General—Jardine, Matheson & Co.
CHIYUEN, Chinese str., 1,177, Stewart, 14th February—Shanghai 11th Feb., General—C. M. S. N. Co.
CHOWTAI, German str., 1,115, W. Reyer, 5th Feb.—Bangkok 29th January, General—Butterfield & Swire.
DALINT MARU, Jap. str., 899, Y. Yamamoto, 15th Feb.—Swatow 14th Feb., General—Osaka Shosen Kaisha.
DERWINT, British str., 1,562, J. Jenkins, 2nd Feb.—Saigon 29th Jan., Rice—Man Fat.
FOOSHING, British str., 1,423, W. D. Welsh, 14th Feb.—Sourabaya 2nd Feb., Sugar—Jardine, Matheson & Co.
FUKURA MAIZU, Japanese str., 3,139, S. Kumanuki, 6th Feb.—Moji 2nd Feb., Coal—Mitsubishi Bishi Goshi Kwaisha.
HAIYANG, British str., 1,362, A. E. Hodgins, 15th February—Coast Ports 14th Feb., General—Douglas, Lafrath & Co.
HANTUNG, British str., 1,952, Spink, 14th Feb.—Saigon 9th Feb., General—Butterfield & Swire.
HILARY, German str., 2,450, S. Oh, 12th Feb.—Shanghai 8th Feb., General—Hamburg Amerika Linie.
HILARY, German str., 1,276, Hatje, 1st Feb.—Baliq Papuan 24th January, General—Order.
HOELSTEIN, German str., 1,103, D. Henk, 9th Feb.—Tourane 7th Feb., Coal and General—Jebson & Co.
HONG WAN I, British str., 2,050, J. H. Hainsworth, 15th Feb.—Singapore 7th Feb., General—Order.
HOPSONG, British str., 1,356, J. M. Hay, 13th Feb.—Saigon 8th Feb., Rice and General—Jardine, Matheson & Co.
JAPAN, British str., 3,827, Stewart, 9th Feb.—Moji 4th Feb., Coal—David Sassoon & Co., Ltd.
JOHANNES, German str., 952, M. Jpland, 14th Feb.—Haiphong 12th February, Rice and General—Jebson & Co.
KASHING, British str., 1,143, Levers, 31st Jan.—Chofoo 24th Jan., General—Butterfield & Swire.
KIKO MARU, Japanese str., 5,753, H. Nishi, 9th Feb.—Ri-ji 4th Feb., Coal and General—Toyo Kisen Kaisha.
KOHSHANG, German str., 1,234, Rositsky, 7th Feb.—Bangkok and Swatow 6th Feb., Rice—Butterfield & Swire.
KUMANO MARU, Jap. str., 3,147, M. Winckler, 14th Feb.—Yokohama 4th Feb., General—Nippon Yusen Kaisha.
KUMCHOW, British str., 1,965, J. Martin, 15th Feb.—Saigon 10th February, General—Order.
KUMERIC, British str., 4,006, McGill, 5th Feb.—Manila 2nd Feb., General—Bank Line, Ltd.
KWANGTUNG, Chinese str., 1,636, E. H. Pratt, 10th Feb.—Shanghai 7th Feb., General—C. M. S. N. Co.
KWEILIN, British str., 1,073, C. D. Pickett, 8th Feb.—Wakamatsu 2nd Feb., Coal—Butterfield & Swire.
PEHRANG, German str., 1,201, K. von Mandelsoff, 4th Feb.—Bangkok and Swatow 3rd Feb., Rice—Butterfield & Swire.
PONOTONG, German str., 1,150, W. Botevius, 31st Jan.—Saigon 28th January, Rice—Order.
PROSPER, Norwegian str., 927, K. Larsen, 13th Feb.—Tunmai 12th Feb., Salt—Agaard, Thoresen & Co.
PROTEO, Norwegian str., 839, Th. Seeborg, 5th Feb.—Dahli 29th Jan., Bean—Yuen Wo Loeng.
RAJAHUET, German str., 1,198, H. Bremer, 15th Feb.—Bangkok 5th Feb., Rice—Butterfield & Swire.
SAMSEN, British str., 1,000, W. B. Brown, 2nd Feb.—Chinkiang 28th Jan., Groundnuts—Butterfield & Swire.
SEGOMIA, German str., 5,000, F. Saels, 15th Feb.—Shanghai 12th Feb., General—Hamburg-Amerika Linie.
SIAM, German str., 156, G. Wohltus, 6th Feb.—New Guinea 20th January, General—Mechers & Co.
SUNGKANG, British str., 987, H. Hards, 14th Feb.—Manila 10th Feb., Hemp and Sugar—Butterfield & Swire.
TACOMA MARU, Japanese str., 3,230, H. Yamamoto

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AND JAPAN STATION

BRITISH
Admiralty, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p. Comdr. A. Lowndes, Hongkong.
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain E. B. Kiddo, Shanghai.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p. Lieut. Comdr. E. H. Donovan, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d. Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clive, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p. Lt.-Comdr. G. C. Heathcote, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain J. Nicholas, Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p. Lieut.-Comdr. B. J. D. Guy V.C. Hongkong.

Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p. Lieut.-Comdr. H. S. Monroe, Hongkong.

Jama, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p. Lt.-Comdr. G. C. Heathcote, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising.

Kinchia, river gunboat, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangtsze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Lt.-Comdr. F. A. Reyne, Hongkong.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.) 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Hongkong.

Nightingale, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Claudio Hillersden-Woodward E.N. Yangtsze.

Moorsom, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leigh, Hongkong.

Newcastle, 2nd class cruiser, 4,00 tons, turbine, Captain George P. E. Hunt, D.S.O., Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Cosmo A. O. Douglas, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut.-Comdr. E. J. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut.-Comdr. John Michael Barker, Yangtsze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lamb, Hongkong.

Teal, river gunboat, 130 tons, 2 guns, i.h.p. 300, Lieut.-Comdr. R. J. Buchanan, Yangtsze.

Thistle, gunboat, 710 tons, 900 h.p. Lieut.-Comdr. M. B. Baillie-Hamilton, Shanghai.

Virego, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p. Lieut.-Comdr. G. F. Mulock, Hartlepool, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p. Lt.-Comdr. M. H. Wilding, Yangtsze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. B. E. Brooke, Yangtsze.

Woodlark, gunboat, 150 tons, 2 guns, 550 i.h.p. Lieut.-Comdr. G. F. A. Mulock, Yangtsze.

AUSTRIAN

Kaisser Elisabeth, Austrian protected cruiser 4,000, Fregattenkapitan Oskar Hansa, Northern Waters.

Panther, third class cruiser, 1,530 tons, Fregattenkapitan, Theodor Skerl Edl. von Schmidtheim.

PRENUH

Achémone, armoured gunboat, 1,530 tons, 9 guns, 1,700 h.p. Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 3,100 h.p. Commander Fourrier, H'kong.

Alouette, gunboat, 508 tons, 7 guns, 400 h.p. Commander Badin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p. Lieut. Audouard.

Baudimette, gunboat.

Cimenterre, gunboat, 140 tons, Reserve, Saigon.

Caronade, gunboat, 184 tons, Reserve, Saigon.

Décidé, gunboat, 630 tons, 10 guns, 900 h.p. Lieut. de Linéaire, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p. Desirix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

Leodoury, gunboat, 140 tons, Reserve, Saigon.

Lamondron, gunboat.

Lendu, gunboat.

Linggi, gunboat.

London Asiatic, gunboat.

Lumut Est., gunboat.

Maddingly Est., gunboat.

Malacca 75% Cum. Participating Pref.

Loipzic, cruiser, Captain Engel.

Luchs, gunboat, 830 tons, 10 guns, 1,344 h.p. Captain Bölkow.

Scharnhorst, armoured cruiser (flagship) Zur See Massa.

Takre, destroyer, 280 tons, 4 guns, 2 torpedo tubes, 6,000 i.h.p. Kommandant Kolbe (Hans) Bertram.

Torpedo boat "Sgo," Kapitan Leut. Heyden.

Tiger, gunboat, 300 tons, 10 guns, 1,300 h.p. Captain v. Kosz.

Tsingtao, gunboat, 170 tons, 5 guns, 1,300 h.p. Captain Ross.

Vaterland, gunboat, 7 tons, 3 guns, 1,500 h.p. Captain Tousignant.

ITALIAN

Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p. Capitano Mario Casanova di Jersero.

Puglia, proposed cruiser, 2,498 tons, 26 guns, 7,000 h.p. Capitano Giuseppe Vito.

Pozzogno, gunboat.

Patria, gunboat, 700 tons, Captain J. Astrozo Reina D. Amelio, cruiser, 1,600 tons, Captain C. Lima.

Vasco da Gama, cruiser, 3,932 tons, Captain Augusto da Almeida.

UNITED STATES

Albany, cruiser, 3,000 tons, C. S. Williams.

Arayat, gunboat, Lieut.-Comdr. Matt. H. Signor.

Bainbridge, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend.

Barry, destroyer, 420 tons, Ensign Edmund S. Root.

Calliope, gunboat, 243 tons, Ensign J. R. Morrison.

Cleveland, cruiser, 3,200 tons, Commander Hugh Redman, Shanghai.

Charleston, battleship (flagship), 9,700 tons, 58 guns, 21,000 h.p. Comdr. John H. Gibbons, Shanghai.

Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai.

Chancery, destroyer, 420 tons, Ensign I. N. McNair.

Dale, destroyer, 420 tons, Lieutenant Herbert H. Michal.

Denver, cruiser, 3,200 tons, Comdr. Edward E. Cagehart, Shanghai.

Galesville, cruiser, 3,200 tons, Commander John A. Hoogwerf, Manila.

Helen, gunboat, 1,332 tons, Comdr. Reuben O. Butler, Shanghai.

Mindoro, gunboat, Lieutenant George M. Baum.

Mohican, station ship, Commander G. R. Sabulsky.

Montgomery, monitor, 4,000 tons, Lt. D. W. Todd.

Nanshan, transport, 1,577 tons, W. D. Pardoux.

New Orleans, cruiser, 3,430 tons, Comdr. Roger Wells.

New York, cruiser (flagship), Comdr. J. P. Jayne.

Paraguay, gunboat, Ensign Roy L. Lowman.

Pennsylvania, armoured cruiser, 18,680 tons, Capt. A. Ward.

Pompano, collier, 1,600 tons, James D. Linett.

Porpoise, 125 tons, 160 h.p., Ensign Koenne Whiting.

Rainbow, cruiser, 6,026 tons, Comdr. A. C. Stott.

Samar, gunboat, Ensign W. C. L. Stiles.

SHIPPING.

ARRIVALS.

BANEI MARU, Japanese str., 2,396, Y. Mas, 15th Feb.—Mojii 9th Feb., Coal—Ataka & Co.
CHARA JENSEN, German str., 1,102, J. Bon-dixen, 16th Feb.—Amoy 15th Feb., Ballast—Jensen & Co.
HELIOS, Norwegian str., 860, A. Knudsen, 15th Feb.—Natuna Island 5th Feb., Timber—Asgaard, Thoresen & Co.
HIBANO MARU, Japanese str., 5,282, H. Fraser, 16th Feb.—Singapore 10th Feb., General Nippon Yusen Kaisha.
MARIE, German str., 1,169, Christiansen, 15th Feb.—Saguen 11th Feb., Rice and Flour—Johson & Co.
MATTHESE, German str., 891, A. P. Uldorf, 16th February—Pakhoi and Hoitow 18th Feb., General—Jensen & Co.
SUISANG, British str., 1,760, U. Picknell, 15th Feb.—Weihaiwei 9th February, Sundries—Jardine, Matheson & Co.
VORWAKERS, Austrian str., 3,214, R. Dannenberger, 16th Feb.—Singapore 10th Feb., General Sander, Wieler & Co.
WORANG, British str., 1,127, Smith, 16th Feb.—Swatow 15th Feb., Timber—Asgaard, Thoresen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
16th February.
America Maru, Jap. str., for San Francisco.
Haiyang, British str., for Swatow.
Lidary, German str., for Kobe.
Hirano Maru, Japanese str., for Kobe.
Hong Wan I, British str., for Amoy.
Kumano Maru, Japanese str., for Australia.
Kumeric, British str., for Seattle.
Segway, German str., for Singapore.
Suwang, British str., for Calcutta.
Tjibodas, Dutch str., for Batavia.
Thatal, German str., for Swatow.
Wesang, British str., for Canton.
Wray Castle, British str., for Manila.

DEPARTURES.

16th February.
Anuci, British str., for Shanghai.
Chenan, British str., for Canton.
Choshun Maru, Japanese str., for Swatow.
Haian, British str., for Swatow.
Kaijan, British str., for Amoy.
Mathilde, German str., for Canton.
Potrus, Norwegian str., for Kobe.

PASSENGERS.

ARRIVED.

Per *Hirano Maru*, from London, &c., for Hongkong, Mr. J. H. Barton, Miss H. McDowell, Mr. A. Morrison, Mrs. E. Tutcher, Mrs. Dunn, Mr. and Mrs. Ichen and 3 children, Mr. J. Black, Mr. C. Brockett, Rev. J. A. Sainly, Mr. and Mrs. F. M. Swanzy, Mr. and Mrs. C. S. Davies, Mr. C. A. Roberts and Mr. G. Corr; for Kobe, Dr. M. Tsuzuki, Mr. H. S. Thompson, Mr. I. Nishimatsu, Mr. S. Midzusawa and Mr. Y. Tanaka, for Yokohama, H. E. Minister and Lady Phra Chanchong Diskha and 5 children; Mr. H. Wada, Mr. U. Beppu, Mr. T. Otsuka, Lt. L. R. Hill, Lt. T. H. Mitchell, Mrs. L. Shortley, Major Kashii, Dr. A. von Volles, Mr. I. Watanabe, Mr. R. Danzo, Mr. Y. Uno, Mr. T. Kodama, Mr. K. Otsuka, Mr. K. Midzutani, Mr. T. Hosoda and Mr. S. Hosoda.

TO DEPART.

Per *Hirano Maru*, for Japan, Mr. H. Wada, Mr. U. Beppu, Miss Shirley, Mr. and Mrs. Phra Chanchong Diskha and 5 children; Mr. H. Wada, Mr. I. Nishimatsu, Mr. S. Midzusawa and Mr. Y. Tanaka, for Yokohama, H. E. Minister and Lady Phra Chanchong Diskha and 5 children; Mr. H. Wada, Mr. U. Beppu, Mr. T. Otsuka, Lt. L. R. Hill, Lt. T. H. Mitchell, Mrs. L. Shortley, Major Kashii, Dr. A. von Volles, Mr. I. Watanabe, Mr. R. Danzo, Mr. Y. Uno, Mr. T. Kodama, Mr. K. Otsuka, Mr. K. Midzutani, Mr. T. Hosoda and Mr. S. Hosoda.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN."

Capt. A. Stewart, will be despatched for the above ports TO-MORROW, the 18th inst., at 1 p.m.

For Freight or Passage apply to DAVID SASSON & CO., LTD., Agents.

Hongkong, 14th February, 1911. [299]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking cargo at through rates to the Brazile, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADELATIC PORTS).

THE Company's Steamship

"NIPPON."

Capt. Tarahochin, will be despatched as above on MONDAY, 27TH FEB., AT 2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., LTD., Agents.

Princes Building, Hongkong, 30th January, 1911. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "b," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & B.R.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	S. Bartham	P. & O. S. N. Co...	To-morrow, at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	W. B. Hickey	P. & O. S. N. Co...	About 22nd inst.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SYBIA	Brit. str.	D. C. Gregor, R.N.E.	P. & O. S. N. Co...	About 8th Mar.	
BREMEN & HAMBURG VIA STRAITS, &c.	LIBERIA	Gen. str.	Litteske	HAMBURG-AMERICA LINIE	On 2nd Mar.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SPEZIA	Gen. str.	Fins	HAMBURG-AMERICA LINIE	On 28th inst.	
MARSEILLES, HAMBURG & ANTWERP	SAMIA	Gen. str.	Reiss	HAMBURG-AMERICA LINIE	On 6th Mar.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Gen. str.	Balle	HAMBURG-AMERICA LINIE	On 25th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	N. Nielsen	NIPPON YUSEN KAISHA	On 26th inst.	
MARSEILLES, HAMBURG & ANTWERP, &c.	IKO MARU	Jap. str.	E. Cone	NIPPON YUSEN KAISHA	On 1st Mar., at D'light	
MARSEILLES, HAMBURG & ANTWERP, &c.	SILERIA	Gen. str.	R. Takeda	NIPPON YUSEN KAISHA	On 15th Mar., at D'light	
MARSHALL ISLANDS, LONDON & ANTWERP VIA SINGAPORE, &c.	AMBRIA	Gen. str.	Schmer	HAMBURG-AMERICA LINIE	On 15th Mar.	
MARSHALL ISLANDS, LONDON & ANTWERP VIA SINGAPORE, &c.	PIRENE	Aus. str.	Deinat	MELCHERS & CO	On 22nd inst., at 2 P.M.	
MARSHALL ISLANDS, LONDON & ANTWERP VIA SINGAPORE, &c.	INDRADEO	Brit. str.	E. Malchow	SANDER, WIELER & CO., LTD.	On 21st inst.	
BOSTON & NEW YORK	EMPERESS OF JAPAN	Brit. str.	E. Thurnbochia	CANADIAN PACIFIC R. CO.	On 11th Mar., at 7 A.M.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	W. H. Lea	CANADIAN PACIFIC R. CO.	On 18th April, at Noon.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	TAUCONA MARU	Jan. str.	S. Itohikawa	NISSHO SHOSEN KAISHA	On 22nd inst., at D'light	
VICTORIA, C.B. & TACOMA VIA JAPAN, &c.	INA MARU	Jan. str.	K. Kawara	NISSHO SHOSEN KAISHA	On 28th Mar., at Noon	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	LUCERIC	Brit. str.	J. Mathie	NISSHO SHOSEN KAISHA	On 9th Mar.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KYO MARU	Gen. str.	H. Nishi	THE BANK LINE, LIMITED	On 21st inst., at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AMERICA MARU	Gen. str.	A. G. Steven	TOYO KISEN KAISHA	To-day, at 1 P.M.	
KOREA	KOREA	Nor. str.	Chr. Smith	PACIFIC MAIL S.S. CO.	On 3rd Mar., at 1 P.M.	
HIRAKI LINSEN	HIRAKI LINSEN	Nor. str.	M. Winckler	PACIFIC MAIL S.S. CO.	On 10th Mar., at 1 P.M.	
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	E. Finlayson	PACIFIC MAIL S.S. CO.	On 27th inst.	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	D. Lenz	PORLTAND & ASIATIC S.S. CO.	To-day, at Noon.	
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Gen. str.	T. Sekine	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	H. Raegener	MELCHERS & CO.	On 25th inst., at D'light	
KOBE & YOKOHAMA	COPLENZ	Gen. str.	M. Yagi	NISSHO SHOSEN KAISHA	On 17th Mar., at Noon.	
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	V. McClymont-Liddell	NISSHO SHOSEN KAISHA	About 7th Mar.	
TIENTSIN	TIELATAP	Dut. str.	J. B. v. Dammo	NISSHO SHOSEN KAISHA	On 15th Mar., at Noon.	
SHANGHAI	CHONGSHING	Brit. str.	R. Dannecker	JARDINE, MATHESON & CO., LTD.	Quick despatch.	
SHANGHAI	ASSAYE	Brit. str.	A. A. Campbell	PACIFIC MAIL S.S. CO.	On 24th inst., at 4 P.M.	
SHANGHAI	CHENAN	Brit. str.	P. Grosch	PACIFIC MAIL S.S. CO.	On 25th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	VORWAERTS	Aus. str.	C. Lindburgh	PORLTAND & ASIATIC S.S. CO.	On 19th inst., at D'light	
SHANGHAI	YEDDO	Brit. str.	A. Harris	BUTTERFIELD & SWIRE	About 22nd inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WOGANG	Brit. str.	Fred. Pyne	PACIFIC MAIL S.S. CO.	On 23rd inst., at 4 P.M.	
SHANGHAI	PRINCESS ALICE	Gen. str.	J. B. v. Dammo	JELLINE	About 24th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	LINAN	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO., LTD.	On 25th inst., at 4 P.M.	
SHANGHAI	PALAWAN	Brit. str.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.	
CHINHUA	CHINHUA	Brit. str.	H. Mainland	SHEWWAN, TOME & CO.	On 25th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	PREUSEN	Gen. str.	F. Sembl	MELCHERS & CO.	On 26th inst.	
SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAR	Brit. str.	E. Combe	NISSHO SHOSEN KAISHA	On 12th Mar.	
SHANGHAI, MOJI & KOBE	OSYON MARU	Gen. str.	A. Stewart	DAVID SASSON & CO., LTD.	Quick despatch.	
SHANGHAI, KOBE & YOKOHAMA	RHEINFELS	Gen. str.	L. Dawson	BUTTERFIELD & SWIRE	On 19th inst., at 10 A.M.	
SHANGHAI	TAIYUAN	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO., LTD.	To-day, at 11 A.M.	
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 21st inst., at 11 A.M.	
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	W. C. Passmore	SHEWWAN, TOME & CO.	On 24th inst., at 11 A.M.	
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	P. H. Rofo	MELCHERS & CO.	To-morrow, at 2 P.M.	
MANILA	YUENSANG	Brit. str.	S. Crosby	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at 4 P.M.	
MANILA, CEBU & ILOILO	RUBE	Am. str.	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.	
MANILA, ILOILO & CEBU	TAIWAN	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at 4 P.M.	
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.	
KUDAT & SANDAKAN	BOENEO	Gen. str.	H. Mainland	SHEWWAN, TOME & CO.	On 23rd inst., at 4 P.M.	
BOMBAY VIA SINGAPORE, & COLOMBO	COLOMBO MARU	Jap. str.	F. Sembl	MELCHERS & CO.	On 23rd inst., at 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	E. Combe	NISSHO SHOSEN KAISHA	On 28th inst.	
SINGAPORE, PENANG & CALCUTTA	CATHERINE ARCAE	Brit. str.	A. Stewart	DAVID SASSON & CO., LTD.	To-morrow, at 1 P.M.	
BATAVIA, CHEERIBON, SAMARANG, &c.	NAMASANG	Brit. str.	L. C. Townsend	DAVID SASSON & CO., LTD.	On 21st inst., at 3 P.M.	
TUBODAS	TUBODAS	Dut. str.	M. B. Lake	JARDINE, MATHESON & CO., LTD.	On 25th inst., at Noon.	
			P. J. van Emmerick	NISSHO SHOSEN KAISHA	Quick despatch.	

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.</

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STEAMERS TO SAIL REMARKS
SHANGHAI ASSAYE..... 5 P.M., 17th Freight and
Capt. Owen Jones, R.N.R. Feb. Passage.

LONDON VIA USUAL PORTS) ARCADIA..... Noon, 18th See Special.
OF CALL..... Capt. S. Bartram Feb. Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PEN. CANDIA..... About 22nd Freight only
ANG. COLOMBO, and Capt. W. R. Hickey Feb. PORT SAID.....

SHANGHAI, MOJI, KOBE, PALAWAN..... About 24th Freight and
YOKOHAMA..... Capt. C. E. Longdon, R.N.R. Feb. Passage.

LONDON and ANTWERP VIA SINGAPORE, PEN. SYRIA..... About 8th Freight and
ANG. COLOMBO, and Capt. D. C. Gregor, R.N.R. Mar. PORT SAID.....

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 17th February, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL
SHANGHAI CHINAN On 18th Feb. M'night
MANILA & SYDNEY TAIYUAN On 21st Feb. 4 P.M.
MANILA, ILOILO & CEBU TAMING On 21st Feb. 4 P.M.
SHANGHAI LINAN On 23rd Feb. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE CHANGSHA On 24th Feb. 4 P.M.
SHANGHAI CHINHUA On 25th Feb. M'night
MANILA, ILOILO & CEBU TEAN On 28th Feb. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 21st to 28th February. Special Reduced Rate, \$50 Return.

SS. SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passenger must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co. launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$60 RETURN. For Freight or Passage apply to BUTTERFIELD & SWIRE, Hongkong, 16th February, 1911.

AGENTS. [10]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS CAPTAIN LEAVING.
HAIYANG Capt. A. E. H. Higgins FRIDAY, 17th Feb., at 11 A.M.
HAITAN Capt. J. W. Evans TUESDAY, 21st Feb., at 11 A.M.
HAICHING Capt. W. C. Passmore FRIDAY, 24th Feb., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 16th February, 1911.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL
MANILA YUENSANG Saturday, 18th Feb., 2 P.M.
SHANGHAI WOSANG Sunday, 19th Feb., D'light.
TIENSIN CHONGSHING Friday, 24th Feb., Noon.
SINGAPORE-PENANG & CALCUTTA NAMSANG Saturday, 25th Feb., Noon.
MANILA LOONGSANG Saturday, 25th Feb., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY, 21st to 28th 1911.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGER.

Hongkong, 17th February, 1911.

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFFAHRTS GESELLSCHAFT "HANSA"
Return Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Lovantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR MARSEILLES, HAMBURG & ANTWERP: S.S. SAXONIA 25th Feb.

FOR BREMEN & HAMBURG: S.S. SPEZIA 28th Feb.

FOR ROTTERDAM & HAMBURG: S.S. LIBERTY 2nd March.

FOR HAVRE ROTTERDAM & HAMBURG: S.S. SAMBLA 5th March.

FOR MARSEILLES, HAVRE & HAMBURG: S.S. SILESIA 15th March.

FOR MARSEILLES, HAMBURG & ANTWERP: S.S. AMBRIA 16th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

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U. S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES.
* KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
* SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 26th April, at 1 P.M.
* KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
* SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.

* Twin Screws.

All Steamers are equipped with Wireless Telegraphy.

The P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 3rd March, at 1 P.M.

CHINA 10,200 Tons FRIDAY, 31st March, at 1 P.M.

ASIA 9,500 Tons SATURDAY, 1st April, at 1 P.M.

The P.M. S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SAFETY SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL SHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS TONS SAILING DATES.

MASEILLE, LONDON and ANTWERP, via SINGAPORE, PORE, PENANG, COLOMBO, SUEZ and PORTSAID 7,000 SUNDAY, 26th February.

CAPT. N. Nilsson.

KITANO MARU 9,000 (WED'DAY, 1st March, at Daylight

CAPT. E. Copo.

IYO MARU 7,000 (WED'DAY, 15th March, at Daylight

CAPT. R. Takada.

KAMAKURA MARU 7,000 SATURDAY, 25th March, from KOMA

CAPT. J. Nagao.

AWA MARU 7,000 TUESDAY, 28th Feb., at Noon

CAPT. S. Ishikawa.

INABA MARU 7,000 TUESDAY, 28th March, at Noon

CAPT. K. Kawara.

KUMANO MARU 6,000 FRIDAY, 17th Feb., at Noon

CAPT. M. Winckler.

YAWATA MARU 5,000 FRIDAY, 17th Mar., at Noon

CAPT. T. Sekine.

COLOMBO MARU 5,000 TUESDAY, 28th February

CAPT. E. Combes.

CEYLON MARU 6,000 MONDAY, 6th March

CAPT. Fred. Pyne.

NAGASAKI, KOBE and YOKOHAMA 6,000 WED'DAY, 15th Mar., at Noon

CAPT. M. Yagi.

* Omitting Penang and Calling at Genoa. Fitted with New System of Wireless Telegraphy. ♦ Cargo only. * Carries Deck Passengers.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN</
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CONTINENTAL TYPEWRITER.

Visible writing. Modern construction. Machines with and without tabulator are in Stock with the Undersigned Firms. Prospectus will be supplied on application. The "CONTINENTAL" may be seen and is to be had at—

HUGO C. A. FROMM'S,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.
AND BREWER & CO.'S,
HONGKONG HOTEL, PEDDER STREET.

51-51

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SIBERIAN MAIL. On account of prevalence of plague in Manchuria, the Mails via Siberia are considerably delayed. The Public are recommended not to use this route for transmission of correspondence until normal conditions prevail. There is only a weekly service between Shanghai and Dalny, leaving Shanghai on Fridays.

The Arcadia, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Manila	Wray Castle	Friday, 17th, 9.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Kuniano Maru	Friday, 17th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 17th, 10.00 A.M.
Batavia, Cheriton, Samarang and Sourabaya	Tibetos	Friday, 17th, 10.00 A.M.
Fort Bayard	Sischeong	Friday, 17th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO...	America Maru	Friday, 17th, 10.00 A.M.
Macao	Sui Tai	Friday, 17th, NOON
Shanghai	Assaye	Friday, 17th, 4.00 P.M.
Singapore, Penang and Calcutta	Japan	Saturday, 18th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)		Saturday, 18th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Printed Matter and Samples... 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration... 10.15 A.M. (Registration, with late fee of 10 cents, up to 11.00 A.M.)
The Parcel mail will be closed to-morrow at 6 p.m.		Registration, Kowloon B.O. ... 10.30 A.M.
Samarang and Sourabaya	Arcadia	No late fee.
Manila	Clara Jebsen	Letters ... NOON
Macao	Yuensang	Friday, 17th, 1.15 A.M.
Shanghai	Sui Tai	Friday, 17th, 4.00 P.M.
SIBERIAN MAIL TO EUROPE	Wosang	Saturday, 18th, 11.00 A.M.
Swatow, Amoy and Tamsui	Chenan	Saturday, 18th, 1.00 P.M.
Swatow and Deli	Daijin Maru	Saturday, 18th, 1.00 P.M.
Manila, Cebu and Ililo	Iohanc	Sunday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	Rubi	Monday, 20th, 8.00 A.M.
Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina Cruz, Callao, Iquique, Valparaiso and Callao	Haitan	Tuesday, 21st, 10.00 A.M.
Manila and Sydney	Kiyo Maru	Tuesday, 21st, NOON
Nagasaki, Kobe, Yokohama, Victoria and Tacna	Taiyuan	Tuesday, 21st, 3.00 P.M.
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)	Taming	Tuesday, 21st, 3.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Tucoma Maru	Tuesday, 21st, 5.00 P.M.
Shanghai	P. E. Friedrich	Wednesday, 22nd, 10.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Linan	Wednesday, 22nd, 10.00 A.M.
MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).	Changsha	Thursday, 23rd, 3.00 P.M.
Mail for CANTON, WUCHOW and SAMSHUI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.		
A Mail for MACAO is despatched per s.s. Sui An on week-days at 7.15 a.m., on Sundays the mail for Macao is closed at 8 a.m.		
Mail for NANTAU and STABAE are closed every week-day at 6 p.m.		
Mail for KONGKOO and KUMOKE, are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.		
A mail for Long Island (Cheung Chow) will be despatched per steam launch Cheung Chow daily at 2.30 p.m.		
* No mails are despatched to these places on Saturday evenings, unless previously notified.		
Local Deliveries.—Separate boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road.		
REGISTRATION.—Correspondence can be registered for mails to Europe, Canada and America up to an hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by those packets will be accepted up to a quarter of an hour before the time of closing to ordinary mail. Registered mails to Shanghai, Japan, Straits, India, Manila and Australia by other than contract packets close half an hour before the ordinary mails and to the Coast Port quarter of an hour before the ordinary mails.		

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

HALL'S SANITARY DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION:



It is made in a wide range of 70 colours, including rich dark as well as light shades. It contains no lead, the floor ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.

It is washable three weeks after being applied. It is a strong disinfectant and should be used in all fever or infections cases as recommended by the medical faculty.

It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.

The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,

14, DES VIGNES ROAD CENTRAL, HONGKONG.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

February 16th.

ON LONDON—	Telegraphic Transfer	19/4
	Bank Bills, on demand	19/4
	Bank Bills, at 30 days' sight	19/4
	Bank Bills, at 4 months' sight	19/4
	Credits, at 4 months' sight	19/4
	Documentary Bills 4 months' sight	19/4
ON PARIS—		
	Bank Bills, on demand	22/3
	Credits, at 4 months' sight	22/3
ON GERMANY—	On demand	180/4
ON NEW YORK—	Bank Bills, on demand	43
	Credits, at 60 days' sight	44
ON HONDURAS—	Telegraphic Transfer	131/4
	Bank, on demand	131/4
ON CALCUTTA—	Telegraphic Transfer	131/4
	Bank, on demand	131/4
ON SHANGHAI—	Bank, at sight	74/4
	Private, 30 days' sight	75/4
ON YOKOHAMA—	On demand	36/4
ON MANILA—	On demand—Pesos	36/4
ON SINGAPORE—	On demand	75/4
ON BATAVIA—	On demand	105/4
ON HAIPHONG—	On demand	14 1/4 pm
ON SAIGON—	On demand	1 1/4 pm
ON BANGKOK—	On demand	87/4
SOVEREIGNE, Bank's Buying Rate	\$11.30	
GOLD LEAF, 100 fine, per tael	\$58.20	
BAR SILVER, per oz	25 1/2	

SUBSIDARY COINS.

Chinese	20 cents pieces	88.84 discount
Chinese	10	90/5
Hongkong	20	88.64
Hongkong	10	88.97

SHARE LIST.—QUOTATIONS.

HONGKONG, FEBRUARY 16TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$915, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$80, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	88
China Borneo Company, Limited	60,000	\$12	\$12	\$104, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	95 cts. buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$7	\$7, buyers
COTTON MILLS.—				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$5	\$52, sellers
International Cotton Manufacturing Co., Ltd.	10,600	Tls. 75	Tls. 75	Tls. 53
Loou-Kung-Mow-C Spin & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
Dairy Farm Company, Limited	40,000	\$72	\$6	\$18, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$82, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$63	\$63	\$86, buyers
New Amy Dock Co., Limited	10,000	Tls. 100	Tls. 100	Tls. 67
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100
Hongkong and Kowloon Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 82
Green Island Cement Co., Limited	400,000	\$10	\$10	\$84
Hongkong and China Gas Co., Limited	7,000	\$20	\$20	\$205
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$22, buyers
Hongkong Hotel Company, Limited	8,000	\$25	\$25	\$64, buyers
Hongkong Ice Company, Limited	5,000	\$10	\$10	\$170, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$19, sales
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, sales
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$575, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$121, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$565, sellers
North-China Insurance Co., Limited	10,000	\$15	\$25	\$150, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$96, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$86, x div. buy.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 98
West Point Building Co., Limited	12,500	\$50	\$50	\$45, buyers
MINING.—				
Societe Francaise des Charb'ges du Tonkin	16,000	Frs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	\$	